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CENTRAL INTELLIGENCE GROUP

INTELLIGENCE REPORT

COUNTRY Yugoslavia

SUBJECT Skoplje Airfield

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ORIGIN

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PAGES 4

SUPPLEMENT

APPENDIX: Sketch

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25X1 Airport Installations (See attached sketch. Paragraphs 1-27 correspond to locations numbered on sketch). The airport is located about three kilometers southeast of the city of Skoplje. The airport installations are the following:

- 25X1 1. A one-story masonry building, used for the airfield command, is the only building left intact from the war. All the other buildings have had to be either completely reconstructed or repaired. For this work, German prisoners were used.
2. At about 60 meters to the right there is a two-story masonry building, still to be finished.
3. Fifty meters further along there is a one-story masonry building used to house the troops.
4. The prison for the troops, a one-story masonry building, is adjacent to the above.
5. Troop's kitchen, one-story building.
6. Two wooden barracks, now uninhabited.
7. Radio antenna about 30 meters in height.
8. Guard house at entrance to the camp.
9. Officer's mess.
10. Three barracks for the troops, two-story, of which two have been completely reconstructed and one is being repaired, although already occupied.
11. Same type of barracks, quarters for the officers of the Air Sections.
12. Office building.

To the north of the road which bounds the camp there are:

13. Seven small hangars, each containing three pursuit planes; built after the war; two large iron hangars with a capacity of 30 pursuit planes; in the first one (which is almost completed) are located the airfield offices; in the

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second (completely reconstructed) are the planes. .

14. Warehouses for aeronautical materials.
15. Large warehouse for various materials, not completely reconstructed; next to this warehouse there is a loading platform for the railroad line that comes from Skoplje.
16. Barracks for the German prisoners.
17. Underground fuel tanks.
18. Meteorological station.
19. Two anti-aircraft 13 mm machine guns.
20. North of the river and parallel to it is the road which runs from Skoplje to Vales. North of this road there is a group of barracks which house an army motorized brigade.
21. A 20 mm anti-aircraft machine-gun is located on a hill about one kilometer west of these barracks.
22. South of the hill, on the road, there is a road-block.
23. Near the road-block is the military hospital of the Fifth Army.
24. Further east from the military hospital is a textile factory.
25. Airfield infirmary.
26. Stables.
27. Munitions dump, located in a grove east of the field, comprises a small building and an underground dump.

Air Units Stationed at the Field:

28. The 111st Regiment is commanded by Major Francesco Zrlic, a 30 year old Partisan officer who obtained his pilot's license at Pancevo after the war. He is described as a stupid man of a mild disposition who flies very little.
 - a. The regiment has about 30 pilots, among whom is Pilot Captain Nolic, an able Serb pilot, once an officer in King Peter's Army.
 - b. The 111st Regiment has assigned to it 50 craft of the types YAK 1, YAK 3, YAK 5, YAK 7 and YAK 9, all monoplanes, except for a few YAK biplanes with dual controls for instruction.
29. The 554th Regiment is commanded by Major Luka Bozovic, former officer in King Peter's Army, about 40 years old and an expert pilot. This unit came from Russia in October 1945 with Yugoslav personnel trained in Russia and with 44 craft of the "Stormovik" type. At present it has only 35 airplanes since the rest have been destroyed in various accidents.
30. These regiments form part of the 1st Aerial Division with headquarters in Skoplje under Lt. Col. Bozo Popovic. The Political Commissar of the Division is Lt. Col. Liubisa Curgus, a Partisan officer, around 35 years old, described as a rough and ignorant character.
31. One motor company of 120 men commanded by a 2nd Lieutenant. The company is divided into sections:

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- a. 1st Section (Transport Vod) consists of 20 trucks, the majority of which are Russian, type Z.I.S., built in Moscow, and type G.A.Z. (Gorkorski Automobiliski Zavod), an old Ford model built in Russia. In general these trucks are not very practical nor very fast, already being worn out by the war. The other trucks are German war booty and are the best trucks the section has.
- b. 2nd Special Section (Spec. Vod) includes the vehicles for airfield servicing, divided as follows:
 - (1) V.M.Z. (Vodo-Maslo-Zapavlioiyet, which mean Water, Oil and Service) are special trucks used in the winter months to refill the motors of the airplanes with warm lubricants and water (if water-cooled) thus overcoming the difficulties of starting the motors in cold weather. The lubricants and the water are heated by means of gasoline stoves. These trucks carry the symbol Z.I.S. 6. The airport had three of them.
 - (2) B.Z. (Benzin Zaprevlioiyet) pumps for refueling. The type is the same Z.I.S. 6 and the airport had three of them.
 - (3) "Starter", trucks used for starting the motors when the plane motors will not start normally. The trucks are of the G.A.Z. type and are three in all.
 - (4) B.C. (Benziska Cisterna), normal water-trucks.
32. Airport Section, which provides the men for the various services, defense of the field, anti-aircraft section, etc., with a complement of 90 men.
33. Liaison Section.
34. Engineer Battalion with a complement of 130 men to take care of salvage of damaged craft, offices, etc.
35. Construction Section comprising 30 men who direct the reconstruction work done by the German prisoners.
36. Administrative Service which fulfills the duties of quarter-master for the camp.
37. Meteorological Section includes seven individuals (men and women).
38. Sanitary Service is run by one male nurse. Serious cases are sent to the nearby Military Hospital. There usually is a serious lack of doctors and so various military sanitary services are in the hands of male nurses or medical students.
39. Aeronautical Office is located in the large hangar and takes care of airplane repairs. Planes that are badly damaged are sent by rail to Plozevo.

Fuel and Lubricants:

40. Fuels and lubricants for the field come from Rumania by Rumanian transport. A spur line links the airport with the railroad station in Skopje, thus making it possible for the cars to reach the underground tanks which have a capacity of 10,000 liters (?).

Color and Markings of the Airplanes:

41. At first the airplanes were painted a dark-green color. Now they are sky-blue on the under-side of the wings and fuselage and dark-green on top.
42. The airplanes carry no markings under the wings. On the sides of the fuselage they have a red star and on the rudder the national flag with a star.

Russian Personnel at the Airport:

43. There is no Russian personnel at the field. From time to time Russian officers arrive by plane and stay a few days to oversee the functioning of the units.

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4. Occasionally there are emergency alarm exercises, both for the flight units and for the rest of the personnel. The alarm is given by a siren at the sound of which everyone at the field reports to his pre-established post, the pilots next to their planes ready for flight. Sometimes the planes take off, returning after a few minutes. The order for the alarm and for the operations following it are always given by the Division Headquarters. These exercises have always been attended by Russian officers who, chronometers in hand, observe the development of the various phases.

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